

**Sample of Relevant Plan text found in the
Policy Plan, Glossary, and Concept for Future Development
sections of the Fairfax County Comprehensive Plan**

<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/policyplan/>
<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/glossary/planglossary.pdf>

Fairfax County Comprehensive Plan, Policy Plan, 2003 Edition, Land Use, as amended through 11-15-2004, Countywide Objectives and Policies, pages 4-10:

“Objective 2: Fairfax County should seek to establish areas of community focus which contain a mixture of compatible land uses providing for housing, commercial, institutional/public services, and recreation and leisure activities.

Policy a. Create mixed-use Centers which enhance the sense of community and reduce the need to travel long distances for employment and/or services.

Policy b. Encourage, within the Tysons Corner Urban Center, cores of Suburban Centers, cores of Community Business Centers, and Transit Station Areas, and other areas within these Centers that would benefit from revitalization and redevelopment, the development of mixed-use projects.

Policy c. Maintain the integrity of mixed-use Centers and neighboring residential communities.

...

Objective 4: The County should encourage a diverse housing stock with a mixture of types to enhance opportunities for County residents to live in proximity to their workplace and/or in proximity to mass transit.

Policy a. Increase the availability of housing to provide a diversity of housing opportunities in proximity to concentrations of employment.

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Objective 6: Fairfax County should have a land use pattern which increases transportation efficiency, encourages transit use and decreases automobile dependency.

Policy a. Link existing and future residential development with employment and services, emphasizing ridesharing, transit service and non-motorized access facilities.

Policy b. Concentrate most future development in mixed-use Centers and Transit Station Areas to a degree which enhances opportunities for employees to live close to their workplace.

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Objective 12: The location and level of development intensity should be utilized as a means of achieving a broad range of County goals.

Policy a: Concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Corner Urban Center, cores of Suburban Centers and Transit Station Areas.

Policy b: Limit development intensity to that which can be accommodated at acceptable levels of service with consideration of the cumulative, long-term impacts of development on the adequacy of public facilities and transportation systems.

Policy c: Assign development intensity in the Tysons Corner Urban Center, cores and areas of redevelopment within Suburban Centers and Transit Station Areas based upon the ability to offset impact on public facilities and transportation systems and the long-term capacity of these systems.

Policy d: Locate development intensity in a manner which assists in achieving appropriate community character.

Policy e: Place appropriately located mixed-use development at intensities that will enhance the production of affordable housing.

Policy f: Limit development intensity to levels which can be reasonably accommodated by planned public facilities and transportation systems in general accord with the guidelines and standards located elsewhere in the Plan.

Policy g: Locate and limit development intensity in a manner which will not adversely impact sensitive environmental areas.

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Objective 14: Fairfax County should seek to achieve a harmonious and attractive development pattern which minimizes undesirable visual, auditory, environmental and other impacts created by potentially incompatible uses.

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Policy d. Employ a density transfer mechanism to assist in establishing distinct and compatible edges between areas of higher and areas of lower intensity development, to create open space within areas of higher intensity, and to help increase use of public transportation at Transit Station Areas..."

Fairfax County Comprehensive Plan, Policy Plan, 2003 Edition, Land Use, as amended through 11-15-2004, Appendix 9, Residential Development Criteria, pages 24-28:

“1. Site Design:

All rezoning applications for residential development should be characterized by high quality site design. Rezoning proposals for residential development, regardless of the proposed density, will be evaluated based upon the following principles, although not all of the principles may be applicable for all developments.

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b) Layout: The layout should:

...

- provide convenient access to transit facilities;...

...

5. Transportation:

All rezoning applications for residential development should implement measures to address planned transportation improvements. Applicants should offset their impacts to the transportation network. Accepted techniques should be utilized for analysis of the development's impact on the network. Residential development considered under these criteria will range widely in density and, therefore, will result in differing impacts to the transportation network. Some criteria will have universal applicability while others will apply only under specific circumstances. Regardless of the proposed density, applications will be evaluated based upon the following principles, although not all of the principles may be applicable.

...

b) Transit/Transportation Management: Mass transit usage and other transportation measures to reduce vehicular trips should be encouraged by:

- Provision of bus shelters;
- Implementation and/or participation in a shuttle bus service;
- Participation in programs designed to reduce vehicular trips;
- Incorporation of transit facilities within the development and integration of transit with adjacent areas;
- Provision of trails and facilities that increase safety and mobility for non-motorized travel.

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e) Non-motorized Facilities: Non-motorized facilities, such as those listed below, should be provided:

- Connections to transit facilities;...”

Fairfax County Comprehensive Plan, 2003 Edition, Glossary, as amended through 6-20-2005, page 14:

“TRANSIT STATION AREAS (TSAs): The Land Classification System category for areas adjacent to Metrorail Stations (or other future rapid rail stations) which are directly influenced by the presence of access points to the regional rail system. Generally, Transit Station Areas constitute those lands within a primary and a secondary development area. The primary development area is approximately a 5-7 minute walk of a station entrance. The secondary development area is approximately a 15 minute walk of a station entrance. In addition to these general guidelines, Transit Station Area boundaries are strongly influenced by the area's access characteristics and the relationship of the station to surrounding stable neighborhoods.”



CONCEPT MAP FOR FUTURE DEVELOPMENT

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LOCATIONS OF MIXED-USE CENTERS

Urban Center

1. Tysons Corner Urban Center

Suburban Centers

2. Fairfax Center
3. Dulles (Route 28 Corridor)
4. Reston-Herndon
5. Merrifield
6. Flint Hill
7. Centreville
8. Lorton-South Route 1

Community Business Centers

9. McLean
10. Seven Corners
11. Baileys Crossroads
12. Annandale
13. Springfield (West)
14. Kingstowne
15. North Gateway and Penn Daw
16. Beacon/Groveton
17. Hybla Valley/Gum Springs
18. South County Center
19. Woodlawn

Transit Station Areas

20. Huntington Metro Station
21. Van Dorn Metro Station
22. Franconia/Springfield Metro Station
23. West Falls Church Metro Station
24. Dunn Loring Metro Station
25. Vienna Metro Station

LOCATIONS OF LARGE INSTITUTIONAL AND INDUSTRIAL AREAS

Industrial Areas

26. Beltway South
27. Ravensworth
28. I-95 Corridor

Large Institutional Land Areas

29. Washington Dulles International Airport
30. George Mason University
31. Fort Belvoir (Main Post and Engineer Proving Ground)

LEGEND



Suburban Neighborhoods
(Residential density ranges defined
in Area Plans; 0.15-0.25 FAR*
for neighborhood-serving
non-residential use)



Low Density Residential Areas
(Residential density of
0.1 to 0.5 du/ac **, specific
density ranges in Area Plan;
Non-residential use intensity
0.05 to 0.1 FAR)



Tysons Corner Urban Center
Core (1.0-1.65 FAR;
35-60 du/ac)
Non-Core (0.25-1.0 FAR;
8-45 du/ac)



Suburban Centers
Core (0.3-0.8 FAR;
15-35 du/ac)
Non-Core (0.15-0.30 FAR;
5-25 du/ac)



Community Business Centers
(0.20-0.50 FAR; 5-25 du/ac;
if a core is designated,
intensities of up to 0.70
FAR may be allowed)



Transit Station Areas
(0.30-1.00 FAR;
8-45 du/ac)



Industrial Areas
(0.25-0.50 FAR for
Industrial Uses)



Large Institutional Land Areas

* FAR - floor area ratio
** du/ac - dwelling units per acre

SUMMARY: LAND CLASSIFICATION SYSTEM

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Tysons Corner Urban Center:

- contains a mixture of high intensity office, retail, and residential uses in a pedestrian-oriented, urban environment;
- consists of one or more core areas of highest intensity uses and peripheral areas of somewhat lessening intensities;
- has potential intensity for a core of 0.50 to 1.5 FAR, with intensities above 1.0 FAR limited to commercial/residential mixed-use projects;
- has potential intensities of 0.25 to 1.0 FAR in the non-core areas (with intensities above 0.70 FAR generally limited to commercial/residential mixed use projects);
- areas adjacent to single-family neighborhoods should be generally from 0.25 to 0.50 FAR;
- has potential residential densities of 35 to 60 DU/AC for a core area and densities of 8 to 45 DU/AC for the non-core areas (areas adjacent to single-family neighborhoods should be generally from 8 to 25 DU/AC);
- requires TSM programs which encourage the use of transit, carpools, and vanpools;
- makes planning provisions for transit alternatives.

Suburban Centers:

- encourage a complementary mixture of office, retail, and residential uses in a cohesive, low to moderate-intensity setting;
- contain core areas with a relatively greater intensity and more urban characteristics;
- have potential intensities of 0.30 to 0.80 FAR for cores and 0.15 to 0.30 FAR for non-core areas;
- have potential residential density ranges of 15 to 35 DU/AC for cores and 5 to 25 DU/AC for non-core areas;
- employ TSM programs to minimize traffic congestion.

Community Business Centers:

- include retail, office, cultural and residential uses in a community-scale, pedestrian-oriented setting;
- represent community focal points and include cultural, recreational, and institutional uses;
- have potential intensities of up to 0.70 for designated cores and of 0.20 to 0.50 FAR for non-core areas, and residential densities of 5 to 25 DU/AC (higher residential density may be allowed as part of mixed-use projects within designated cores).

Transit Station Areas:

- TSA boundaries are strongly influenced by the area's access characteristics and the relationship of the station to surrounding stable neighborhoods.
- are intended to optimize the development opportunities associated with rapid rail stations while maintaining the stability of existing, nearby land uses;
- allow a mixture of residential, office, and retail uses in accord with existing Metro Area Plans and future Transit Station Areas Plans; and provide opportunities for joint public-private development within these areas; and
- have potential intensity ranges of 0.30 to 1.0 FAR and potential residential density ranges of 8 to 45 DU/AC.

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NOTE: Transit Station Areas also include:

- Tysons Corner Stations-3 stations identified in Plan, 4 under review as part of Special Study (Tysons East, Tysons Central 123, Tysons Central 7, Tysons West)
- Wiehle Transit Station Area
- Reston Parkway Transit Station Area
- Herndon-Monroe Transit Station Area
- Route 28/CIT Transit Station Area